

The China Mail.

Established February, 1845.

Vol. XLII. No. 7265.

號八月二十年六十八百八千一英

HONGKONG, WEDNESDAY, DECEMBER 8, 1886.

日三十月一十年戌丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E. O. GEORGE STREET & Co., 30, Cornhill, GEORGE & GUTHRIE, 10, Abchurch Lane, E. C. BATES HENDY & Co., 87, Fenchurch Street, E. C. SAMPSON, LONDON & Co., 150 & 151, Leadenhall Street, W. M. WILKS, 161, Cannon Street, E. C.

PARIS AND EUROPE.—ANDRE PRINCE & Co., 30, Rue Lafayette, Paris.

NEW YORK.—ANDREW WIND, 21, Park Row.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORDON, Melbourne and Sydney.

CEYLON.—W. M. SMITH & Co., THE ASSOCIATED CO., Colombo.

SINGAPORE, STRAITS, &c.—SAYRE & Co., Square, Singapore. C. HENNINGSEN & Co., Manila.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, \$1,500,000
RESERVE FUND, \$4,500,000
RESERVE FOR EQUALIZATION, \$200,000
RESERVE LIABILITY OF PROPRIETORS, \$7,500,000

COURT OF DIRECTORS.
Chairman—A. MOYER, Esq.
Deputy Chairman—M. GROVE, Esq.
Hon. J. BEAUFORT, Esq.
Hon. H. H. MONTGOMERY, Esq.
Hon. W. H. DARBY, Esq.
Hon. L. DALRYMPLE, Esq.
Hon. F. D. SASSOON, Esq.

Chief Manager—THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
Shanghai—E. W. CAMERON, Esq.
London Bankers—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.
Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER, Acting Chief Manager.
Hongkong, August 28, 1886. 947

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

- 1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation on their premises in Hongkong. Business hours on week-days, 10 to 3; Saturdays, 10 to 1.
- 2.—Sums less than \$1. or more than \$200 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
- 3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.
- 4.—Interest at the rate of 3 per cent. per annum will be allowed to depositors on their daily balances.
- 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.
- 6.—Correspondence as to the business of the Bank if marked "On Hongkong Savings' Bank Business" is forwarded free by the various British Post Offices in Hongkong and China.
- 7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the Hongkong and Shanghai Banking Corporation,
JOHN WALTER, Acting Chief Manager.
Hongkong, June 9, 1886. 754

Notices of Firms.

NOTICE.
WE Have Admitted Mr. JACOB SILAS MOSES A PARTNER in our Firm in Hongkong and China from the 1st January, 1886.

E. D. SASSOON & Co.
Hongkong, November 24, 1886. 2236

NOTICE.
DURING my temporary absence my Business, of SHARE AND GENERAL BROKER, and AUCTIONER, also the AGENCY of Messrs. CALDERBICK MCGREGOR & Co. of Shanghai, will be conducted by Mr. W. KERFOOT HUGHES.

E. JONES HUGHES.
Hongkong, November 11, 1886. 2180

NOTICE.
WE Have authorized Mr. ED. MILLER to SIGN BILLS OF LADING in our Name from this date.

SIRMSSEN & Co.
Hongkong, November 29, 1886. 2274

NOTICE.
WE Have authorized Mr. HARRY WILLIAM DIOCK to SIGN our Firm in Hongkong, per Procuration.

W. HEWITT & Co.
Hongkong, December 4, 1886. 2309

For Sale.

Japan! Japan!! Japan!!!
NOTICE.

Kuhn & Co.,
OF YOKOHAMA.

BE respectfully to announce that they will exhibit and offer FOR SALE during the month of December, one of the GRANDEST COLLECTIONS

OF ANCIENT AND MODERN JAPANESE CURIOUS, WORKS OF ART, EVER SEEN TOGETHER, comprising—

BRONZE, LACQUER, IVORY, CLOISONNE, SILK BROCADES, SCRIBES, QUILTS, GOWNS, JACKET, CURTAINS, JEWELLERY, &c., &c.

OVER 50,000 ARTICLES from 25 CENTS to \$5,000 AN ARTICLE.
Hongkong, December 7, 1886. 2330

FOR SALE.

A GRAND PIANO by KAYS, in good order, the Property of the CHORAL SOCIETY.
Apply to O. F. A. SANGSTER.
Hongkong, December 6, 1886. 2320

FOR SALE.

THE BRITISH BRIGANTINE DONALDENA,
240 Tons Register, 2 Years Old, Built in North America for 9 years 41 English LISTS, and carries 470 Tons dead-weight on a shallow draft.

For Particulars, apply to GONSALVES & Co., Agents.
Hongkong, December 6, 1886. 2324

Intimations.

THE HONGKONG & MACAO GLASS MANUFACTURING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY MEETING of this Company will be held at the Registrar's Office, Hongkong, on FRIDAY, the 10th December, 1886, at 3.30 o'clock p.m., for the purpose of confirming the Special Resolution passed at the Meeting of the Company held on the 25th November, 1886.

RUSSELL & Co., General Managers.
Hongkong, December 1, 1886. 2237

HONGKONG RACES, 1887.

WEDNESDAY, THURSDAY & FRIDAY, the 23rd, 24th, and 25th February.

HONGKONG DERBY.

THE HONGKONG DERBY, a SWEET STAKES of \$20 each, half forfeit if started on or before the 25th of January, with \$100 added for 1st Pony, and \$50 for 2nd. For all China Ponies sent to the Club at date of Entry (SATURDAY, the 22nd January, 1887), First Pony 70 per cent., Second Pony 30 per cent., and Third Pony 10 per cent. Weight 10st. 10lbs. Distance, One Mile and a Half. NOMINATIONS close on SATURDAY, the 18th December, 1886, addressed to the CLERK of the Course, at the Hongkong Club.

By Order, J. GRANT, Acting Clerk of the Course.
Hongkong, November 5, 1886. 2114

GRIFFITH'S NEW VIEWS OF HONGKONG ARE NOW READY,

1, DUDDELL STREET.

GRIFFITH & Co., MANUFACTURERS OF THE

LONDON ILLUSTRATED WATER, 1, DUDDELL STREET, Continue to Supply:

SODA WATER, LEMONADE, GINGER BEER, RASPBERRYADE, &c., &c. At the same Moderate Charges.
Hongkong, June 9, 1886. 957

NOTICE.

PARTIES interested in Cargo being on board the Saghalien at the time of the Collision, which took place on the 29th November last, are requested to Communicate with the Underwriter in case they wish to Consolidate their CLAIMS with that of the Saghalien.

G. DE CHAMPEAUX, Agent.
Hongkong, December 4, 1886. 2312

NOTICE.

FOR the Convenience of Customers, the Productions of the 'CHINA STEAM REFINING COMPANY, LIMITED,' can henceforward be obtained by RETAIL, FOR CASH, at No. 3, PRINCE STREET, at the same price as at the Refinery, or Retail Orders will be delivered at addresses in town on applications forwarding their Monthly Requirements in writing direct to the Refinery at East Point.

JARDINE, MATHESON & Co., General Agents.
Hongkong, July 27, 1886. 1178

HONGKONG STEAM LAUNDRY COMPANY, LIMITED.

THE Adjourned Extraordinary MEETING will be held at the Hongkong Hotel on FRIDAY, the 10th December next, at 3 o'clock p.m. Business: To arrange for the winding up of the Company.
WILLIAM LEGGIE, for the Directors.
Hongkong, November 20, 1886. 2272

Business Notices.

LANE, CRAWFORD & Co.
ARE NOW MAKING THEIR

ANNUAL DISPLAY

FANCY GOODS FOR PRESENTS,

CHILDREN'S TOYS,

CHRISTMAS CONFECTIONERY,

COSAQUES & BONBONS.

LANE, CRAWFORD & Co.
Hongkong, December 2, 1886. 2292

ROBERT LANG & Co.,
Tailors, Hatters, Shirtmakers & General Outfitters,
QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

ARE SHOWING A CHOICE SELECTION OF

OVER COATINGS,

to which they INVITE the attention of their Customers.

SPECIALTY.

Superfine Black Cloth Dress Suit, \$30.00.

Hongkong, December 1, 1886. 2293

Victoria Hotel,
Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony, is commending a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal Hotels in the place.

The ROOMS are spacious, well ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the spacious, large DINING HALL.

The HOTEL also has a handsome and comfortable Reception, READING, BILLIARD and SMOKE ROOMS.

The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABJEE & HING KEE, Proprietors.
Hongkong, September 16, 1885. 1612

KELLY & WALSH, LD.,
HAVE RECEIVED

CHRISTMAS NUMBER 'ILLUSTRATED NEWS,' containing a complete Novel by Bret Harte, entitled 'A Millionaire of Rough and Ready,' and large coloured Pictures 'Little Miss Muffet.'

XMAS NUMBER 'GRAPHIC,' containing a complete Novel by David Christie Murray, entitled 'Doll Dog and Battered,' and large coloured Pictures 'Yuletide Ho!'

XMAS NO. ILLUSTRATED SPORTING AND DRAMATIC NEWS.

ILLUSTRATED LONDON NEWS ALMANACK 1887.

IMPERIAL ENGLISH AND CHINESE DIARY 1887; Koolah size, 3 days to a page, intercalary d with Blotting Paper, containing Customs Tariff for China, Postal Information, E. E. A. & U. T. Co. Co. Telegraph Rates, Chinese Holidays, and Festivals, Water Table in Dollars and Pence—Price, 31 Cents.

IMPERIAL ENGLISH AND CHINESE DATE BLOCK 1887, superseding in get-up and legibility all Anglo-Chinese Date Blocks, previously issued—Price, 75 Cents.

LETTS DIARIES AND DATE BLOCKS.

Boys' OWN ANNUAL—Girls' OWN ANNUAL—EVERY BOY'S MAGAZINE—EVERY GIRL'S MAGAZINE—Harpers' Young People—CHATELAIN'S—Children's FRIEND—Infant's MAGAZINE—LITTLE WIDE AWAKE, and all the best Children's VOLUMES FOR THE YEAR.

KELLY & WALSH, LIMITED, HONGKONG. 2233

W. POWELL & Co.

Fur Department.

One of the Largest and Best ASSORTED STOCKS in the East.

MUFFS, COLLARETTES, MANTLES, JACKETS, SETS, TRIMMINGS, TIES, &c., &c.

MADE OF—SEAL, RACON, MANQUASH, CHINILLA, LITON, GOAT, OPOSSUM, HARE, RABBIT, FOX, &c., &c. BLACK RABBIT TRIMMINGS, all widths; SILVER FOX, and GOAT TRIMMINGS, all widths; WHITE SWANSON TRIMMINGS, all widths; and COLLARETTES, &c., &c. FUR LINED COATS, FUR LINED KID GLOVES, REAL SEAL SKIN, MOFF BAGS, &c., &c., &c.

W. POWELL & Co.
VICTORIA EXCHANGE, November 23, 1886. 2225

THE BON MARCHE.

(CHEAP MARKET.)
ADJOINING THE STAG HOTEL (NEXT DOOR).
CONSISTING OF A STOCK OF FANCY AND USEFUL ARTICLES, At Cash Prices, and for Cash only.

WATCHES, MUSICAL INSTRUMENTS, ALBUMS, KNIVES, CUTLERY, LEATHER GOODS, CLOCKS, and a varied Stock of FANCY GOODS of all kinds.
BON MARCHE, next door to THE STAG HOTEL.
Hongkong, September 8, 1886. 1739

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S.S. Arcticon, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Underwriter, whence and/or from the Wharves or Boats delivery may be obtained.

Prospectus.

ABRIDGED PROSPECTUS OF THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY (LIMITED).

INCORPORATED UNDER THE COMPANIES' ORDINANCES OF HONGKONG.

CAPITAL, £1,700,000.
Divided into 17,000 Shares of £100 each, payable as follows:—

\$25 on application and \$75 on allotment.

Directors: THE HONORABLE J. BELL-IRVING, THE HONORABLE P. D. SASSOON, THE HONORABLE A. P. MCKEON, C. P. CHATER, Esq., W. H. F. DARBY, Esq., M. GROTE, Esq., H. HOPKINS, Esq., E. H. HUNTINGTON, Esq., J. S. MOSES, Esq.

Bankers: THE HONGKONG AND SHANGHAI BANKING CORPORATION.

Secretary: ISAAC HUGHES, Esq.

Solicitors: MESSRS. WOOTTON & DEACON.

Auditors: MESSRS. G. S. COXON & T. I. ROSE.

THIS Company has been formed for the purpose of amalgamating and working as one concern the undertaking known as Messrs JARDINE, MATHESON & Co.'s Press and Godowns with the undertaking known as the HONGKONG AND KOWLOON WHARF, GODOWNS AND CARGO BOAT COMPANY.

The objects of the Company are more particularly set out in the Memorandum and Articles of Association, copies of which can be seen in London at the offices of Messrs JARDINE, MATHESON & Co., No. 3, Lombard Street, E.C.; in Shanghai at the offices of Messrs JARDINE, MATHESON & Co., and in Hongkong at the Company's Office, Pedder Street, Hongkong.

The property known as Messrs JARDINE, MATHESON & Co.'s Press and Godowns consists of portions of Marine Lot Nos. 95, 96, 97 and 98, and a right of way, frontage of over 617 feet, and an area of over 100,000 square feet, with the Godowns and buildings thereon, having a gross storage capacity of over 60,000 tons; the wharf, measuring on the main front 538' x 57', on the side 323' x 37' and on the side 278' x 50', showing a total bearing capacity of 1180 feet; a pair of Shears capable of lifting 25 tons, and rolling stock, including 4038 feet of Decauville's patent tramway, 33 waggon and turntables.

The property of the HONGKONG AND KOWLOON WHARF, GODOWNS AND CARGO BOAT COMPANY consists of Kowloon Marine Lots Nos. 9, 11, 20 and 21, having a Praya frontage of 1620 feet and an area of 414,000 square feet. The Godowns on these lots have a gross storage capacity of 178,200 tons; three Wharves, one measuring 433 feet long and 37 feet 6 inches broad, another measuring 475 feet long and 37 feet 6 inches broad, and the third measuring 601 feet long and 45 feet 6 inches broad,—(six of the largest vessels that enter Hongkong can be berthed at these wharves at the same time)—rolling stock, including 9970 yards (or 5.66 miles) of Fowler's patent tramway, two weighing machines for waggon, 46 turntables, 56 Fowler's general purpose waggon, 56 Fowler's general purpose waggon, 56 Fowler's double tipping coal waggon, 24 steam hoisting gear, the steam launches Kowloon, Hongkong, and Heron, 4 solid test lighters, each capable of holding 200 tons, and 3 Chinese cargo boats together capable of holding 125 tons.

Of the total Capital of £1,700,000 the sum of \$1,000,000 has been taken up by the vendors of the various lands and premises, as more particularly mentioned in the Memorandum of Association, and the remaining \$700,000 only is offered to the Public for subscription.

The Control for extending and completing the Godowns and Wharves of the HONGKONG AND KOWLOON WHARF GODOWNS AND CARGO BOAT COMPANY will amount in all to a sum estimated not to exceed \$100,000. The owners of the Godowns and Wharves have already paid a portion of this estimated sum, and will continue to pay so much thereof as falls due up to the time when the premises are acquired by the Company, when the Company will repay to these owners so much of the said estimated sum as they shall then have paid.

Applications for Shares will be received in London, up to and inclusive of the 15th January 1887, by Messrs MATHESON & Co., in Shanghai, up to and inclusive of the 31st December 1886, by Messrs JARDINE, MATHESON & Co.; and in Hongkong, up to and inclusive of the 31st December 1886, by the Secretary, and the amount payable on application must be paid to the Hongkong and Shanghai Banking Corporation. If no allotment is made the deposit will be returned, without any deduction, but without any interest, and where the number of shares allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

Forms of applications for shares may be obtained in London from Messrs MATHESON & Co., in Shanghai from Messrs JARDINE, MATHESON & Co., and in Hongkong from the Secretary.

Hongkong, 18th Nov., 1886. 2201

FOR SALE.

JULES MUM & Co.'s CHAMPAGNE.

Quarts, \$20 per Case of 1 doz. Pints, \$21 " " 2 " "

Dubouc Freres & Co. of Gerson & Co.'s BORDEAUX CLARETS and WHITE WINES.

Baxter's Celebrated 'Barley Broe' WHISKY, \$71 per Case of 1 doz.

GIBB, LIVINGSTON & Co.
Hongkong, July 18, 1884. 1187

Prospectus.

THE HONGKONG HOTEL COMPANY, LIMITED.

ISSUE of \$200,000 Seven Dollars per Cent. MORTGAGE DEBENTURES of \$500 each, to be paid off on the 31st day of December, 1890.

Applications are invited for \$200,000 in \$7 per cent. Mortgage Debentures of \$500 each. These Debentures are issued in order to repay the money temporarily borrowed by the Company for the purchase of the property presently mentioned.

The Company are doing a large and increasing business as Hotel Keepers and require an extension of their premises. They have accordingly agreed to purchase the block of buildings situated on the Praya, in the occupation of Messrs JARDINE & Co., and registered in the Land Office as the Remaining Portion of Marine Lot No. 7, for the price of \$192,500. The property measures on the North 108 feet 6 inches or thereabouts, on the South 104 feet or thereabouts, on the East 175 feet or thereabouts, and on the West 175 feet or thereabouts, and it is intended to erect without delay on the said premises a new wing for the Hotel at an estimated cost of not less than \$40,000.

The loan will be secured by a first charge on the said property, which, by a lease dated the 31st December, 1883, was demised to Mr F. W. Reiners for five years from that date at the annual rental of \$10,000, the Lessee paying in addition rates and taxes.

The Debentures will be issued at a premium of \$5 per centum for sums of \$500 each, made payable, by instalment and carrying interest from the 1st day of January 1887 at the rate of 7 per centum per annum, payable quarterly on the 31st day of March, the 30th day of June, the 30th day of September and the 31st day of December, at the Hongkong and Shanghai Banking Corporation, Hongkong, or at any of its branches, at the current rate of exchange upon presentation of the coupons attached to the Debentures. The terms of subscription for each Debenture are as follows:—\$5 on application and the balance on allotment, to be paid into the Hongkong and Shanghai Bank, Hongkong.

Where no allotment is made the deposit will be returned in full without any deduction but without any interest, and where the number of Debentures allotted is less than the number applied for the surplus will be credited in reduction of the amount payable on allotment and any excess returned.

In case of non-payment by any applicant of the balance due on allotment the Company may forfeit the deposit and cancel the allotment, or may charge interest on the balance due at the rate of Eight Dollars per centum per annum until payment.

The necessary Application Forms can be obtained from the Company's Secretary, or at the Hongkong Hotel.

Applications, to be accompanied with Banker's Receipts for Deposits, will be received by the Secretary up to 4 p.m. on the 27th December, 1886.

The form and conditions of the Debentures can be seen at the Hotel and at the Office of Messrs WOOTTON & DEACON, the Company's Solicitors.

By Order of the Board of Directors, L. HATSCHILD, Secretary.

Hongkong, 6th December, 1886. 2325

Shipping.

Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

The Co.'s Steamship Formosa, Captain HARRIS, will be despatched as above on SATURDAY, the 9th Instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LARRAIE & Co., General Managers.
Hongkong, December 6, 1886. 2319

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

The Co.'s Steamship Deventer, Captain HOFFMEYER, will leave for AMOY on THURSDAY, the 9th Instant, at 4 p.m.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Agents.
Hongkong, December 7, 1886. 2236

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

The Co.'s Steamship Bamarillo, Captain HAMILTON, will be despatched for the above Ports on THURSDAY, the 9th Instant, at 5 p.m.

For Freight or Passage, apply to RUSSELL & Co., General Managers.
Hongkong, December 6, 1886. 2322

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship Elektra, Capt. C. RAUBER, will be despatched as above on WEDNESDAY, the 15th Instant, at Noon.

For further Particulars, regarding Freight and Passage, apply to the AGENCY of the Company, Praya Central.

O. BACHRACH, Agent.
Hongkong, December 2, 1886. 2291

Shipping.

Steamers.

FOR SWATOW AND BANGKOK.

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

The Company's Steamship Phra Chom Klao, Capt. W. H. WATSON, will be despatched as above on FRIDAY, the 10th Instant, at 8 a.m.

For Freight or Passage, apply to YUEN FAT HONG, Agents.
Hongkong, December 7, 1886. 2320

OCEAN STEAMSHIP COMPANY.

Intimations.

VICTORIA REGATTA.
THIRTY-FIRST MEETING.THURSDAY, FRIDAY, AND SATURDAY,
16th, 17th and 18th December, 1886.

Patron:—His Excellency W. H. Marshall, G.C.M.G.

Vice-Patrons:—His Excellency Vice-Admiral Vasey Hamilton, G.C.M.G.; His Excellency Major-General Cameron, G.C.M.G.; The Honourable Sir George Phillips, K.C.B.; Commandant M. O. Quinlan, R.N.; Stewart, Colonel Anderson, Northamptonshire Regt.; Honourable J. Bell-Irving, W. M. Dunn, Esq.; D. Gillies, Esq.; Major-General Gordon; Captain Harris, R.N.; H. Hoppin, Esq.; E. H. M. Huntington, Esq.; N. G. Mitchell-Innes, Esq.; Commander McQuhan, R.N.; G. Stewart, Esq.; Colonel Storey, R.N.; Honourable H. G. Thompson, R.N.; Committee:—Honourable A. P. MacEwen, (Chairman); G. D. Haining, Esq.; A. Denison, Esq.; E. F. Falconer, Esq.; E. T. Glass, Esq.; F. Grimble, Esq.; J. I. Hughes, Esq.; F. Koch, Esq.; J. Sampson, Esq.; C. H. Thompson, Esq.; Hon. Secretary:—J. H. Stewart Lockhart, Esq.

Hon. Treasurer:—R. T. Wright, Esq.

Judges of the Regatta:—Commander J. R. Murray, R.N. and A. K. Travers, Esq. **Umpire and Starter:**—Rowing, Hon. A. P. MacEwen, and E. L. Woodin, Esq. **Yachts, and Open Sailing Boats,** W. H. Hay, Esq.; and E. Barnes, Esq. **Judges of the Sailing Races:**—Lieut. Keightley, R.N.

Intimations.

7TH RACE.—3.30 P.M.—EXTRA RACE. For Canton Four (Open to Gullies and Rowers not picked in the other Club Races). Distance, One Mile. (Chinese excluded).

SAILING RACE.—FOR ALL OPEN BOATS. (Chinese excluded).

SAILING RACE.—FOR HAKKA BOATS. Entrance, \$1. First Prize, \$10; Second, \$5.

YACHT RACE.—FOR YACHTS OVER 10 TONS. Entrance, \$5. Time for tonnage, Cup presented by the Victoria Recreation Club.

FOR YACHTS UNDER 10 TONS. Entrance, \$5. Time for tonnage, Cup presented by the Victoria Recreation Club.

N.B.—Entries for Race 2 (First Day), 1 (Second Day), 4 (Third Day) close on Tuesday, the 14th instant at 5 p.m., and must be sent in writing to the Hon. Secretary, giving name of boat, colour, number of oars, &c. Post entries allowed for Races 4 and 7 (First Day), 4 and 7 (Second Day), 2 and 4 (Third Day). Entries for the Yacht Races must be sent to Mr. W. H. Hay, Esq., and for the Open Sailing Boats to Mr. Barnes, Esq., on or before Tuesday, the 14th instant.

J. H. STEWART LOCKHART,
Hon. Secretary,
VICTORIA RECREATION CLUB.
Hongkong, December 7, 1886. 2328

Prospectus.

PROSPECTUS
OF THE
CHINESE IMPERIAL GOVERNMENT SEVEN PER CENT.
SILVER LOAN 'E', 1886.

In Terms of Agreement made with His Excellency CHUN YUN and confirmed by the TSUNG-LI YAMEN to the British Minister at Peking on the 13th August, 1886.

The Loan is for Keping Tael 700,000, the equivalent of Tael 707,240, Shanghai Silver, in Bonds of Shanghai Tael 250 each.

Interest at the rate of Seven per Cent. per Annum, payable half-yearly on 31st March and 30th September.

The First Payment of Interest will be made on 31st March, 1887, and calculated from 14th December, 1886.

The Bonds are redeemable at par by half-yearly drawings up to 31st March, 1917, as per Schedule attached to Prospectus.

Principal and Interest payable at the Shanghai Office of the HONGKONG AND SHANGHAI BANKING CORPORATION, and at other Offices of the Bank at the current rate of Exchange for Demand Bills on Shanghai.

With reference to the foregoing the HONGKONG AND SHANGHAI BANKING CORPORATION invite Tenders for the Loan, to be sent in until 4 o'clock p.m. on WEDNESDAY, the 15th December, 1886.

No Tender will be entertained under Tael 250 for each Bond.

The Amount allotted must be paid in Dollars at Exchange of 72 on or before the 22nd December, 1886, when letters of allotment will be exchanged for Bonds to bearer.

PROSPECTUS AND FORM OF TENDER can be obtained on application at the Bank.

For the
HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents for the Loan,
JOHN WALTER,
Acting Chief Manager.
Hongkong, November 24, 1886. 2230

Notices to Consignees.

SHIRE LINE OF STEAMERS.
S.S. MERIONETHSHIRE, FROM
HAMBURG, ANTWERP, LONDON
AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Underwriters at Wharves, behind the premises known as No. 3, "Blue Buildings," whence and/or from the Wharves or Boats delivery may be obtained.

Cargo or Merchandise from New York has come forward by this Steamer.

Optional Cargo will be forwarded on, unless notified to the contrary, be given before Noon To-morrow.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 14th instant will be subject to rent at the rate of one cent. per package per day.

All Claims against the Steamer must be presented to the Underwriters on or before the 14th December, 1886, or they will not be recognised.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ADAMSON, DELL & Co., Agents.

Hongkong, December 7, 1886. 2331

UNION LINE.
NOTICE TO CONSIGNEES.
FROM LONDON, PENANG AND
SINGAPORE.

THE Steamship James Watt, Captain D. Parvaz, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Underwriters for countersignature, and to take immediate delivery of their Goods from alongside.

The Steamer is berthed at the Kowloon Piers and Cargo impeding her discharge will be at once landed and stored at Consignees' risk and expense, and no Fire Insurance will be effected.

All Claims against the Steamer must be presented to the Underwriters on or before the 13th instant, or they will not be recognised.

RUSSELL & Co.,
Agents.
Hongkong, December 3, 1886. 2333

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:

ADOLPH, German brig, Captain John Foster, & Co. Bremen & Co. Bremen.
ATLANTIC, British 3-masted schooner, Capt. D. Bright, Master.
CLARA MARINA, British barque, Capt. Wm. Brown, Chinese.
ELBE, German brig, Capt. E. Schwartz, Chinese.
EXOS, British, American ship, Capt. J. T. Sousa, Master.
FRED. P. LITFIELD, Am. barque, Capt. O. C. Young, Guinealves & Co.
HILDA, British schooner, Capt. O. Olin, Captain.
JOHN C. POTTER, American ship, Capt. H. Curtis, Order.
JOHN FRANK, British ship, Capt. Thos. Ryan, Messageries Maritimes.
SARAH HONNET, American ship, Capt. A. Morgan, Ed. Schellhas & Co.
STREATHED, British steamer, Capt. Wm. Huston, Arnold, Karberg & Co.
VENTURA, Spanish barque, Captain R. Estival, Remedios & Co.

Vessels Advertised as Loading.

Destination.	Vessels.	Captain.	Agents.	Date of Loading.
Amoy.	Devonport (s).	Hon. J. D. Doder.	Jardine, Matheson & Co.	December 9, at 4 p.m.
Genoa.	D. Baidino (s).	G. Doder.	Cardwell & Co.	About December 10.
London.	Oder (s).	Pfeiffer.	Norddeutscher Lloyd.	December 27, at noon.
London.	Orestes (s).	Hutchinson.	Butterfield & Swire.	December 11.
London.	Glenagles (s).	Park.	Jardine, Matheson & Co.	About December 13.
Manila.	Emerald (s).	Hanlin.	Russell & Co.	December 14, at noon.
Manila.	Avra (s).	Tibbatts.	Messageries Maritimes.	December 14, at noon.
Manila.	F. H. Drow.	Rothblatt.	Gibb, Livingston & Co.	Dec. 9, at daylight.
San Francisco.	City of Peking (s).	San Pablo (s).	Pacific Mail S. S. Co.	December 11, at 3 p.m.
San Francisco.	Harvester.	Taylor.	Russell & Co.	December 11, at 3 p.m.
Shanghai.	Ningpo (s).	Edgell.	Stamson & Co.	December 10, at 4 p.m.
Shanghai.	Anelches (s).	Lang.	Butterfield & Swire.	December 11.
Singapore.	Armonia (s).	A. B. Macdonald.	David Sassoon, Sons & Co.	December 17, at 3 p.m.
Singapore.	Formosa (s).	Harris.	Douglas Laprak & Co.	Dec. 9, at daylight.
Singapore.	Phra Chom Kiao (s).	W. H. Watton.	Xuen Fok Hong.	December 10, at 8 a.m.
Singapore.	Onagha (s).	J. G. Williams.	Butterfield & Swire.	December 16, at 4 p.m.
Tristate.	Elektra (s).	G. Ragusin.	O. Bachrach.	December 15, at noon.

SHARE LIST—QUOTATIONS.

DECEMBER 8, 1886.

Stocks.	No. of Shares.	Value.	Paid up.	POSITION PER LAST REPORT.	Last Dividend.	Closing Quotations.
BANKS.						
Hongkong and Shanghai Bank Corp.	50,000	125	all	\$ 1,500,000	\$2 div. 4-year to June 30, 86	166 1/2 prem., cash
INSURANCE.						
North-China Insurance Co., Ltd.	5,000	206 1/2	50	\$ 100,000	Tia. 20 p. sh. for 1885	Tia. 270 per share
Yongtze Insurance Company, Ltd.	8,000	25	all	\$ 50,000	Tia. 30 for 1884	Tia. 115 "
Union Insurance Society Co., Ltd.	10,000	25 1/2	25 1/2	\$ 75,000	\$39,089.41 33 1/3 p. sh. 84/85	
China Traders' Insurance Co., Ltd.	24,000	83 3/4	23 1/2	\$ 60,000	\$17,524.75 20 2/3 p. sh. 1885/86	ex div.
China Insurance Office Co., Ltd.	10,000	23 1/2	23 1/2	\$ 188,000	\$44,405.00 10 2/3 p. sh. 1885/86	sales
Chinese Insurance Co., Limited.	1,500	1,000 1/2	20 1/2	\$ 25,711 3/4	\$ 2,658.89 6 2/3 p. sh. 1885/86	181 p. share, nominal
Hongkong Fire Insurance Co., Ltd.	8,000	250 1/2	25 1/2	\$ 1,000,000	\$23,422.55 27 1/2 p. sh. 85/86	
Shanghai Fire Insurance Co., Ltd.	20,000	700 1/2	20 1/2	\$ 500,000	\$23,811.67 3 p. sh. 1884	787 p. share
Singapore Insurance Company, Ltd.	40,000	100 1/2	20	\$ 17,000		\$22
STEAMSHIP COMPANIES.						
H.K. C. and M. Steamship Co., Ltd.	4,000	100	all	\$ 180,000	\$12,850.74 1/2 p. sh. 86	89 1/2 prem.
Douglas Steamship Co., Limited.	20,000	50	all	\$ 142,370.61	\$115.13	\$46 buyers
Indo-China S. N. Company, Limited.	18,327 1/2	16 1/2	16 1/2	\$ 100,000	\$4,387.59 7 1/2 p. sh. 1885	
China and Manila S. S. Co., Ltd.	3,500	100	all			25 discount
MISCELLANEOUS.						
H.K. and Whampoa Dock Co., Ltd.	12,500	12 1/2	all	\$ 18,000	\$7,701.43	7 1/2 half year and 2 1/2 bonus for 1885
H.K. and China Gas Co., Limited.	5,100	10	all	\$ 9,177.31	\$1,527.31	10 1/2 and 2 1/2 bonus for 1885
New Shares.	1,900 1/2	12 1/2	7 1/2			
Hongkong Hotel Company, Ltd.	3,000	100	all		\$1,321.41	86 half year
China Sugar Company, Limited.	3,000	100	all		\$13,451.51	\$114 p. share, cash
Hongkong Ice Company, Limited.	5,000	25	all	\$ 30,000	\$1,125.30	\$12 p. share
Hongkong Brewery Company, Ltd.	6,000	50	all	\$ 6,000	\$60.60	\$120
Latou Sugar Company, Limited.	7,000	100	all		\$1,064.62	\$8
Persk Tin Mining & Sng Co. Ltd.	5,000	50	all			None
Minning Co.	40,000	10	5			None
H.K. High-Level Tramways Co., Ltd.	4,000	50	all			First year
H. & M. Glass Manufacturing Co.	4,000	50	all			6 months
A. S. Watson & Co., Limited.	8,000	100	all		\$ 372.95	6 months
H.K. High-Level Tramways Co., Ltd.	1,250	100	50			8 1/2 prem.
LOANS.						
Chinese Imperial 1881	8,587 1/2	500	all		Jan 1/2 Dec. 11	pay
" 1884	2,790	500	all		March 15	2 1/2 prem.
" 1884	2,790	500	all		June 30	7 1/2 prem.
" 1884	3,189 1/2	500	all		Oct. 15	8 1/2 prem.
Chinese Imp. (Ch. Bank Loan) 1885	2,790 1/2	500	all		Jan. 18	8 1/2 prem.

A. G. STOKES, Share Broker.

To-day's Advertisements.

FOR SHANGHAI.
The Steamship Ningpo, Captain D. Doder, will be despatched for the above Port on FRIDAY, the 10th instant, at 4 p.m.

For Freight or Passage, apply to
SIEMSEN & Co.
Hongkong, December 8, 1886. 2333

FOR SINGAPORE, PENANG AND
CALCUTTA.
The Steamship Arratoon Apear, Capt. A. B. Macdonald, will be despatched for the above Ports on FRIDAY, the 17th instant, at 3 p.m.

For Freight or Passage, apply to
DAVID SASSOON, SONS & Co., Agents.
Hongkong, December 8, 1886. 2334

HONGKONG HIGH-LEVEL
TRAMWAYS COMPANY,
LIMITED.

NOTICE is hereby given that a General Meeting of the Company will be held at the Company's Offices, No. 36, Queen's Road Central, on THURSDAY, the 23rd December, 1886, at 11 o'clock Fornoon.

MAEWEEN, FRICKEL & Co.,
General Managers.
Hongkong, December 8, 1886. 2335

SHIPPING.

ARRIVALS.
December 8, 1886:—

Gililand, British steamer, from Whampoa.
Eze, German brig, from Whampoa.
Marica, British steamer, 1,050 A. Macintosh, Whampoa December 3, Rice—Sizemore & Co.
Kut Sang, British steamer, 1,495 W. O. M. Young, Shanghai December 5, General—JARDINE, MATHESON & Co.
Damshe, British steamer, 661 Geo. Anderson, Koh Si Chang November 27, Rice & General—Yuen Fat Hong.
Amigo, German steamer, 720 J. Samuelson, Amoy and Swatow Dec. 7, General—CHINESE.
Viper, French gunboat, from a cruise.

DEPARTURES.

December 8:—

Woonong, for Saigon.
Marica, for Whampoa.
Damshe, for Saigon.
Viper, for Saigon.
Kut Sang, for Whampoa.

CLEARED.

Amigo, for Molo.
Formosa, for Coast Port.
Lerna Dore, for Whampoa.

PASSENGERS.

ARRIVED.
Per Marica, from Whampoa, 10 Chinese.
Per Kut Sang, from Shanghai, 10 Chinese.
Per Marica, from Whampoa, 10 Chinese.
Per Damshe, from Koh Si Chang, 10 Chinese.
Per Marica, from Whampoa, 10 Chinese.
Per Damshe, from Koh Si Chang, 10 Chinese.

DEPARTED.

Per Damshe, for Saigon, 180 Chinese.
Per Kut Sang, for Amoy, 100 Chinese.

To DEPART.

Per Formosa, for Coast Ports, 1 European, and 150 Chinese.

SHIPPING REPORTS.
The British steamer Marica reports: Had moderate to fresh monsoon and fine weather throughout the passage.
The British steamer Kut Sang reports: From Shanghai to Hongkong strong N.E. wind and fine clear weather.

The British steamer Damshe reports: Left Koh Si Chang on 27th November, with moderate and fresh N.E. winds, and cloudy to Pulo Obi; from thence to Padaran strong monsoon with passing squalls to heavy head sea, and strong N.E. swell throughout.

EXPORT CARGOES.

Per S. S. Melbourne, sailed 2nd Dec.—For Continent, 4,600 bales Silk, 456 bales Waste Silk, 15 cases S. 11, 125 bales Opium, 5 cases Pongee, 300 boxes Tea, 50 half chests Tea and 500 pigs Sundries. For London, 71 bales Silk, 162 bales Waste Silk, 13 cases S. 11, 10 cases Pongee, 8,384 Copper Slabs, 418 pigs Sundries and 1 oht. Treasure, value \$16,600.
Per S. S. Kent, sailed 4th December.—For London, 4,241 boxes Tea, containing 32,233 lbs. Congou, 33,015 lbs. Scented Caper, 28,013 lbs. Scented Orange Pekoe, 20,000 lbs. Tea, 60 bales Piece Silk, 49 bales Waste Silk, 26 bales Sundries, and 100 bales Preserves. In transit, 200 pigs. Tea. From Japan, 35 cases Straw Braid, 1 case Samples, and 140 bales Tobacco.

POST OFFICE NOTICES.

MAILS will close:—

For AMOY.—Per Devonport, at 3.30 p.m., on Thursday, the 9th inst., instead of as previously notified.

For HOIHOW & HAIPHONG.—Per Loire Inferieure, at 3.30 p.m., on Thursday, the 9th inst.

For NAGASAKI, KOBE & YOKOHAMA.—Per Tokio, at 5 p.m., on Thursday, the 9th inst.

For SWATOW & BANGKOK.—Per Phra Chom Kiao, at 7.30 a.m., on Friday, the 10th inst.

For SHANGHAI.—Per Ningpo, at 3.30 p.m., on Friday, the 10th inst.

For SAIGON.—Per Fortin, at 4.20 p.m., on Tuesday, the 14th inst.

MAILS BY THE UNITED STATES PACKET.

The United States Mail Packet City of Peking will be despatched on SATURDAY, the 11th instant, with Mails for Japan, San Francisco, the United States, Canada, Honolulu, Peru, &c., which will be closed as follows:—

2.15 p.m. Registry closes.

2.30 p.m. Post-Office closes, but Correspondence may be posted on board the Packet with Late Fee of 10 cents extra Postage until the time of departure.

MAILS BY THE FRENCH PACKET.

The French Packet Packet Avo will be despatched on TUESDAY, the 14th inst., with Mails to the United Kingdom, Europe, and places beyond, via Naples, to Saigon, Straits Settlements, Batavia, Borneo, Ceylon, India (via Madras), the Australian Colonies, Aden, Natal and the Cape, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING.

THE FRENCH MAIL.
The following hours are observed in closing Mails, &c., by the French Contract Packet:—

Day before departure:—

5 p.m. Money Order Office closes.

Post Office closes, except the Night Box, which is always open out of Office hours.

Day of departure:—

10 a.m. Post Office opens.

10 a.m. Registry of Letters ceases.

Posting of all printed matter and patterns ceases.

11 a.m. Mails closed, except for Late Letters.

11.10 a.m. Letters may be posted with Late Fee of 10 cents until 11.30 a.m. When the Post Office closes entirely.

11.40 a.m. Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

CHINA COAST METEOROLOGICAL REGISTER.

DECEMBER 7, AT 4 P.M.

Station.

Barometer.

Thermometer.

Wind.

Direction.

Force.

Sea.

Remarks.

Manila.

Hongkong.

Amoy.

Swatow.

Shanghai.

Nagasaki.

Yokohama.

Manila.

Hongkong.

Amoy.

Swatow.

Shanghai.

Nagasaki.

Yokohama.

Manila.

Hongkong.

Amoy.

Swatow.

Shanghai.

Nagasaki.

Yokohama.

Manila.

Hongkong.

Amoy.

Swatow.

Shanghai.

Nagasaki.

Yokohama.

Manila.

An unlicensed dealer in samshu in the village of Tok Un Kok, Kowloon, was fined at the Police Court to-day \$100, with the option of four months' hard labour.

The much-spoiled project of a direct telegraph connection between Peking, and consequently the most important trade centres of China, on one side, and Europe on the other side, which was to be set on foot by the Marquis Tseng, seems about to take a practical shape. At Peking it is reported to us from Tientsin that plans prepared by competent parties have been accepted with great eagerness by the Imperial Government in Peking; and it is reported in Shanghai that the carrying out of this project will be one of the first aims which will occupy the time of the Marquis Tseng during his stay in Peking.—*Der Ostasiatische Lloyd.*

We learn that the steamship *Prospérité*, when going down the river from Saigon to this port on the last inst., passed the French transport *Annette* at anchor about eight miles below the town, with the body of the late M. Paul Bant on board. It appears she came to anchor on the afternoon before on account of its being flood tide, and made all preparations to go up the river on the 6th about 7 a.m. on the following morning. On arriving at Saigon she was to go alongside the Government wharf, where she was to be open for visitors to view the body. A most imposing ceremony in town was to take place on arrival of the transport from the Government House to the steamer, lamps and candles to be lit on route.

The Chinese servant who has been on trial for some weeks past on a charge of putting a stupefying drug into water for drinking purposes, with intent to endanger the lives of several men, was to-day committed for trial at the next criminal sessions. It will be remembered that more than a month ago Baboo, Captain Donnell's orderly, and three Indians were taken to the Hospital suffering from the effects of poison. It was discovered that the water they drank had been poisoned; and a Chinaman, who was found lurking about No. 8 Station and had a bottle of the poison up his sleeve, was arrested. The liquid in the bottle was analysed and found to contain poisonous ingredients, and there was evidence to show that the prisoner had been near Baboo's room shortly before the latter was poisoned, and that he had been seen lurking about No. 8 Station where the other Indians resided.

The Government, it would appear, do not intend to prosecute To Cheng Shing, the master of the launch which took across Woo Ahung to Kowloon City. He was charged with aiding and abetting in taking by force that unfortunate Chinaman from this Colony, but no evidence was ever taken against him. The case was adjourned from week to week till the accused's patience was exhausted, and he got Mr. O. Evans to write and ask what was to be done in the matter. The Acting Colonial Secretary was communicated with, and he replied that it was not the intention of the Government to follow up the case. The accused was therefore discharged to-day. The only evidence bearing on the matter was that taken at the private enquiry held by Mr. Mitchell-Innes into the circumstances connected with the beheading of Woo Ahung and his forcible seizure in the launch. That evidence was very conflicting, but there seemed little doubt that the man was taken by force from Hongkong, and it is a pity, if as the present decision of the Government would indicate, the matter is to be hushed up without some explanation being had from the Chinese authorities.

Last night Inspector Perry and Sergeant Mann made an expedition to To Kwan, a border town in British Kowloon, where they suspected the band of robbers that pillaged the house at Little Hongkong had retreated. They entered one house in the place and found about a dozen of men congregated. They suspected them to be the characters they were in search of and ransacked the house to see if they could find any trace of the missing property; being unable however to find anything, they were obliged to leave the house without arresting any of the men. It occurred however to Inspector Perry that there was another house not far off where he had discovered stolen property on a previous occasion. He repaired to this house and found a woman lying on a bed with a large quantity of the stolen property below her. This house was quite close to the one they had first entered, and the police immediately went in search of the dozen men they had found there. But by the time they got back the men had all taken to flight. Pursuit was made and one man was captured. The police, however, determined to make an attempt to get more of the thieving tribe, by throwing dust in their eyes as to their movements. They quitted To Kwan and made for Hong Hom in a launch; landing there they made for To Kwan again overland. They had expected, two of the band had returned to the house thinking the police had gone away. These two men were arrested. The police then went to the house where they had found the clothes, and found an old man who had been with the thieves lying on the bed where the stolen clothes were hid. He also was arrested, together with the woman who was endeavouring to hide the articles. The police therefore managed to secure in all

five prisoners. One of these, however, was found to have been in jail when the robbery took place and could not have taken part in it. The other four were brought up at the Police Court to-day, two being charged with receipt of stolen property and two with being concerned in the robbery. The case has been adjourned pending further enquiries. The women in the house at Little Hongkong have identified the stolen goods, but they cannot identify the men now arrested.

CONSIDERABLE CROWD, P.O. 61, was charged at the Police Court to-day with assaulting William Baker, a seaman on board H.M.S. *Andromeda*. The complainant said that along with some friends he was trying to get into the London Hotel where they had engaged beds. One of his friends was shaking a tambourine. The Constable came up and asked what they were doing. On being informed he hit complainant on the back several times and gave him a push which made him fall over. This evidence was corroborated by one of the friends mentioned, Robert Dyer; but P.O. McDonald and Gubbart, who happened to be at hand when the alleged assault took place, said that the three men were looking at the top of their voices in Tank Lane and making a great noise. The accused asked them to be quiet, and while being moved on, one of the men slipped his foot and fell. The case was dismissed.

MEETING OF JUSTICES OF THE PEACE.

NOMINATION OF MR. C. P. CHATFIELD AS AN M. J. C.

In response to a summons issued by Mr. N. G. Mitchell-Innes, Acting Police Magistrate, a meeting of the Justices of the Peace was held in St. Andrew's Hall, City Hall, this afternoon, for the purpose of nominating a Justice in succession to the Hon. F. D. Sassoon, who has just left the Colony as a member of the Legislative Council. The official Justices, though some of them were present, again refrained from voting, as they did in accordance with Governor Bowen's order when Mr. Sassoon was elected in December 1885. Mr. Mitchell-Innes presided, and the following Justices present were—Hon. P. Ryrie, Hon. A. P. MacEwen, Messrs. Thomas Howard, W. H. F. Darby, S. J. Gower, J. B. Coughtrie, D. Gillies, John Walter, Hon. Wenz Shing, N. J. Ede, E. L. Woodin, J. Y. V. Vernon, O. C. McInch, H. N. Mody, J. Ross, A. A. MacGillivray, B. Lyall, J. H. Cox, W. Danby, E. T. P. Foster, Dr. Patrick Manson, Messrs. Choo Choo Bee, A. Macdonald, Dr. William Young, Messrs. J. Leach, H. A. Harbert, H. W. Davis, Chan Kwai Yee, A. E. Shellen, G. W. Sharp, C. Ford, Dr. William Hartigan, Messrs. C. P. Chatter, J. Mosely, Wong Sze-lai, C. Stiebel, J. J. Francis, Dr. Ho Kai, Messrs. Chau Ping, Raw Hing Tai, W. H. Percival, J. J. Mosely, W. Kerfoot, Hughes, J. Macgregor, G. P. Jordan, E. Henderson, J. M. Makha, W. P. J. Yuen, Wai Tuk, and A. Veitch. There were also present—Hon. K. J. Ackroyd, Mr. Daine (Supt. Superintendent of Police), Major Dempster, Mr. Vacher and one or two others.

The Chairman opened the proceedings by calling upon the first clerk of the Magistrate (Mr. Grey) to read the notice convening the meeting. He then read the following letter which had been received by him from the Acting Colonial Secretary:

Colonial Secretary's Office,
2nd December 1886.
Sir,—Adverting to letter No. 1877 of the 26th December 1885, and the decision of the Hon. F. D. Sassoon, the unofficial member of the Legislative Council who was appointed on the nomination of the Justices of the Peace, has been granted 12 months' leave of absence; and it is requested that you will be good enough to convene a meeting of the Justices at an early date and at some convenient place and to invite them then and there to make their choice and to return to me for submission to His Excellency the name of the Justice nominated. The same course should be pursued in the case of the nomination of Mr. Sassoon. You will observe that the resolution passed by the Legislative Council of the 23rd April 1884 declares it expedient that the Government should abstain from participating in these proceedings. I have the honour, Sir, to be, Sir, your obedient servant,
F. STEWART,
Acting Colonial Secretary.

He next read over the list of Justices, those present replying to their names. This done, he said he would proceed as Mr. Wodehouse did at the last election, by asking those who desired to nominate a Justice to do so in writing with a second clerk's name, and to sign the nomination. Mr. Ryrie and Mr. MacEwen then handed in papers, when the Chairman announced that the names he had received were Mr. Francis, proposed by Mr. Ryrie and seconded by Mr. Howard; and Mr. Chatter, proposed by Mr. MacEwen and seconded by Mr. Darby.

No other names being forthcoming, the Chairman said he now proposed to ask the proposer and seconder of each candidate to make any remarks they might wish to make, and then to ask if any one else wished to say anything. Mr. P. Ryrie, in proposing Mr. Francis as a fit and proper member to fill the vacancy in the Council I would merely say that in doing so I do so with the firm belief that he will fill it so profitably and to the satisfaction of the public in Hongkong. Mr. Francis was a well-known member of the Council, and we know that he is intimately acquainted with the legislation of this Colony from the ordinance which is at present in force, and that he would be of immense value in the framing of new Ordinances which must always come before the Council. We make no ordinance from year to year, and I am perfectly certain that his assistance would be of great value to the Council. The meetings of the Council will be made much more interesting should any debate of importance arise by his presence there. He is, as we know, a fluent speaker, and I may say, and we rather lack that in the Council. I say that I myself am very much wanting in this matter (laughter, and cries of No).

Mr. Francis, who was a well-known member of the Council, and we know that he is intimately acquainted with the legislation of this Colony from the ordinance which is at present in force, and that he would be of immense value in the framing of new Ordinances which must always come before the Council. We make no ordinance from year to year, and I am perfectly certain that his assistance would be of great value to the Council. The meetings of the Council will be made much more interesting should any debate of importance arise by his presence there. He is, as we know, a fluent speaker, and I may say, and we rather lack that in the Council. I say that I myself am very much wanting in this matter (laughter, and cries of No).

THE FORTHCOMING REGATTA.

Now that the Regatta is so near at hand it may be opportune to note what are the prospects of the meeting. Rarely, if ever before, has the Boatmen presented a livelier appearance than it does of an evening at present. Old and young oarsmen are there in abundance, and each seems more eager than another to be fully prepared for the coming struggle, and so far as can be seen at present these promises in most events to be of the most stubborn and resolute character. Perhaps, however, a better indication of what the sport is to be like on Regatta days will be better obtained by a consideration of the events in detail than by dealing in generalities.

To commence with, then, the race for the Junior Sculls, with which the Regatta will be begun, promises to form one of the most keenly contested events of the meeting. Altogether there are five entries, and as there are only four boats, there will have to be preliminary heats. These will be rowed on the regular course of the other side of the harbour on Monday next. In the first heat Edmonds will pull against Lawrie, and Goodall, Turner, and the fifth man will pull in the second heat; and the first man in the first heat and the first and second men in the second heat will compete in the final heat. There can be little doubt that Lawrie and Goodall will secure places in the preliminary heats, and the final race should be between them; although Lawrie, if his form comes up to that which he has shown in the four-oared boats, should secure the prize.

For the 'Jackson Cup,' presented as may be remembered by the Hon. Mr. Jackson, the Chairman of the Recreation Club, when he made his farewell speech at the Club meeting, is an open race. It is rumored that there will be three crews, one of which will be composed of Thompson (stroke), Friedrichs (2), Kennedy (3), and Master (bow), an exceedingly strong combination which will not be easily beaten. The other crews entered are—Glas (stroke), Kennedy (3), Goodall (2), and Shepherd (bow); and Lawrie (stroke), Lockhart (3), Barff (2), and Haylar (bow). A naval crew may also, perhaps, enter, but there seems to be some uncertainty as to whether they will be able to get a four together. The popular opinion is in favour of Thompson's crew, but I am sure that the other two crews will make it very warm for the favourites if they do not upset the popular verdict.

For the Double Sculls, there are five crews, and the preliminary heat will be rowed on Friday. Glas and Friedrichs have drawn a bye, and the other competitors, (Stewart and Edmonds, Goodall and Lawrie, Haylar and Shepherd, and Master and Turner) will row in one heat for the other three places. This should be a very close race, but I should not be surprised to see last year's winners, Haylar and Shepherd, come in first again, closely hunted by Glas and Friedrichs and Goodall and Lawrie. The Paces, with their usual generosity, have come forward and presented a cup for this event.

The Chinese also have again evinced their interest in aquatic by presenting a cup which will this year be given for a new event, one which is likely to prove most interesting, viz., for the Griffin Race, for which there promises to be a keen competition. I am inclined to plump for Lieut. Anderson's crew, as the tall galley is pulling in very good form and as I think he will be first past the post.

The 'Chairman's Cup' is, as usual, exciting a great amount of interest, being the chief long race of the meeting. Opinions are divided as to the likely winner; but being a believer in a long stroke pulled by a powerful man, I think that Friedrichs will lead the van. Glas' crew is about to be put to the test, and I have heard that there is a division in the camp, but I trust this is not a personal feeling, but should not be allowed to enter where the honour of the country is concerned. With Master, Haylar, Bramwell, Shepherd, Willford, Grice, Ellis, Sampson, Denison, and other good oarsmen to choose from, there should be no difficulty whatever in making up a crew capable of making the Scotch scramble. So far as the Scotch are concerned, I am assured there are to be changes this year. Lawrie, who is a capital sculler, is certain to have a place in the boat, and I understand that Gormley Stewart, who struck the Scotch boat to victory two years ago, is to have a seat. If this be the case, Kennedy, who was in the winning boat last year, and Lockhart, who has formed one of the champions for the last three years, will have to retire. Whatever may be the final selection, however, Boatmen may rest assured that the stroke (Glas) in whose hands the selection of a crew rests, is animated solely by a desire to get his boat first past the post, and those who are not chosen will not feel aggrieved.

For the Boy race, a row team, five or six oarsmen have been made. I understand that there is some difficulty with regard to the boys from St. Paul's College getting away, but I trust the Head Master will remember that all work and no play makes a dull boy, and that he will do what he can to get the boys off to a good start. The youth under his charge to interest themselves in what is an once healthy and manly.

The race for the Ladies' Purse, as with everything in which the fair sex is concerned, seems to be the most popular race of the meeting, as there were no less than 10 boats entered for it. Three boats have, however, retired. As there are only four boats (the

race is for pair oars), the present entrance will have to compete in preliminary heats. These will take place on Saturday, and are as follows—Lawrie and Master against Haylar and Sampson; Goodall and Friedrichs and Lockhart against Ellis and Bramwell. The first heat in each case, as well as the second in the heat where there are three boats, will compete in the final heat. The preliminary heats should result in favour of Lawrie and Master, Goodall and Friedrichs, Glas and Thompson and Friedrichs and Lockhart. As to the ultimate result of the event, Lawrie and Master are most favoured, but the various crews are really so even that it is very hard to speculate as to which will be first.

For the Members' Cup, there will be, as in most of the other four-oared races, six crews. I understand that the Major favours his crew, but my preference is certainly for Lawrie's crew, whose boat goes well with an admirable stroke.

It is doubtful whether there will be any race for the Senior Sculls, as there are only two boats entered as yet, and these boats must come to the scratch or there can be no race. Glas and Shepherd are at present the only men to the front.

For the Professional Cup there are at present three crews, representing the Merchants, Civil Service, and Garrison. A trade crew has not yet put in an appearance, and I am doubtful if there will be one. There is a rumour about that there has been a split in the Garrison crew, but even if there is there should be no difficulty in getting up a military crew of some kind.

There are also three crews to row in the 'Friedrichs' Cup, the Merchants crew (Underland) is to be composed of Friedrichs (stroke), Barff, Tinsdale, and Willford. The Garrison crew was made up of Thompson (stroke), Ellis, Bramwell, and Lawrie. And the Civil Service is represented by Haylar, Lockhart, Sampson, and Master. If Friedrichs wins the Chairman's Cup he should romp away with the American, but I should say Goodall's crew will have a very fair chance. Glas and Sampson have also crews.

The crews entered for the extra races have been doing good work and rowing in anything but griffin form. I fancy Connor's boat will come in first.

AN OLD STEWARD.

A RAILWAY FOR CHINA.
A telegram from *Der Ostasiatische Lloyd* from Tientsin dated 1st December says that a report is circulated there with considerable definiteness that, on the recommendation of the Seventh Prince, the French have been entrusted with the construction of a railway from Peking to Cheng-chia-wan about 60 Chinese li. This is an immediate result of the sending out of the Dabouville expedition line, which put before the eyes of the higher officials the advantages of a railway.

THE NORTH-CHINA INSURANCE COMPANY.

The following letter, addressed to the 'Editor,' dated Shanghai 1st December, and signed 'a Shareholder,' appeared in the *Shanghai Mercury*:
Dear Sir,—I notice that the article has at length appeared in the *Shanghai Mercury* of the North-China Insurance Company in this morning's *Daily News*.
After a month's deliberation, to have conceived so great a scheme for the defence of local insurance interests must be a matter of satisfaction to that august body the Board of Directors of our dear old North-China Insurance Co. I doubt they now feel at ease, having, in their own minds, achieved a success, fully commensurate with the fees which they receive for looking after the interests of their shareholders. In their wisdom the Directors have thought it well to give the public a better view of the company, viz., to insure as heretofore, participating in the profits of the Company, or to insure at the rates put forward by the competing home offices, which provide for a cash discount of one-third of the premium paid. Of course, to a 'bird' in the hand is worth two in the bush; and that the alternative of a problematical bonus on the Company's profits can only be for the use of fools or knaves; and as I hope there are but few of either with whom the Company deal, we must accept the second course, though the Directors are likely to be called upon to follow, viz., the terms offered by some of the leading English offices, as the one most likely to be adopted.

Under these circumstances, if the North-China Insurance Company can even maintain their present dividend to shareholders of ten per cent, the stock should not be in the depressed condition it is in to-day, as in order to keep up their present dividend they do not require to earn much more than 100,000, and this ought to be done, especially as there is room to reduce working expenses, which by last accounts were something over £75,000 for six months.

Another point of importance appears to present itself, and that is, What can be the object of the Company in keeping closed registers and revising our shares, when its business is no longer of a purely local nature? Were the shares transferred to other Companies, the value to-day would be nearly £1,350, instead of the stock being unsaleable at the 270—a difference of £1,080 on the Company's capital. Can Shanghai afford this?

THE SELANGOR TIN MINING COMPANY.

The adjourned general meeting of shareholders in the Selangor Tin Mining Company of Shanghai was held on the afternoon of the 3rd instant at the Company's offices No. 3 Nanking Road, Shanghai. Mr. H. J. Limby presided, and there were present Messrs R. E. Walne, W. H. Koo, and G. J. Dudgeon, representing 1888 shares.

The Chairman said the object of the present meeting was to place the Company in liquidation, as explained by the Chairman at the meeting held on 7th October. That meeting failed owing to the absence of a quorum, and a quorum could not be obtained for the adjourned meeting fixed to be held on the 11th November. Since that time they had been enabled to get a quorum, and there were now represented 1,888 shares and they required £775. He might mention that the shares of the Company were practically closed, and the result would probably be, as stated at the meeting on the 7th October, a return of about 75 or 80 cents per share. If any shareholder present had any questions to ask he was pleased to answer them.

He explained that the object of appointing the Secretary one of the liquidators was to save expenses. Mr. Dudgeon undertook to do the work as part of his ordinary duties. It was proposed that Mr. Latham's remuneration should be £50.
Mr. Daniel proposed the resolution, as read by the Chairman, and the Chairman having seconded it, it was unanimously carried.
Mr. Latham next proposed—that That Mr. G. R. Wingrove be appointed Liquidating Secretary, and that his remuneration be £25.
Mr. Daniel seconded the motion, and it was unanimously adopted.
This concluded the business before the meeting.—*Shanghai Courier.*

THE DEFENCES OF THE AUSTRALIAN COLONIES.

Papers relating to the naval defences of Australia were recently laid on the table in the Victorian Legislative Assembly. The documents include a memorandum of Rear-Admiral Tryon, Commander-in-Chief on the Australian station, which was submitted to the conference of the Premiers of Victoria, New South Wales, and Queensland, held at Sydney last April, setting forth a scheme of defence for the approval of the colonies, the Admiralty having previously concurred in its proposals. Rear-Admiral Tryon in his scheme proposed that the existing local forces should be maintained, and that the colonies should be provided at the cost of the colonies and manned by the Admiralty, their status being in all respects the same as on our Majesty's ships. The Admiralty further proposed that the entire cost of equipping and maintaining these vessels should be borne by the colonies, and that the cost of the addition of five cruisers of the *Archer* class and of fast torpedo boats. Rear-Admiral Tryon estimated the first cost of these vessels at £25,000, and the cost of their maintenance at £150,000 per annum. After consulting with his colleagues, the Honorable Duncan Gillies, the Premier, addressed a memorandum last May to the Governor, agreeing to the maintenance of the local naval forces, but urging that the Imperial Government should bear the cost of providing and manning the additional vessels, and that the colonies should pay for their maintenance on the basis of the population. The Premier estimated that this would involve an annual outlay of 152,000, when the war was on a war footing, and of 50,000, when on a peace footing. In other respects the Premier generally concurred in the Admiralty's proposals. The Government of Queensland and New South Wales also considered that the initial cost should be paid by the Imperial Government, but they were willing to pay interest and depreciation. The New Zealand Government considered its circumstances as a special case, and desired to arrange direct with the home authorities, but at the same time expressed the opinion that the total cost should not be borne by the colonies. Rear-Admiral Tryon, in reply to a communication from Sir Brogham Leach, declared that though he differed from Mr. Gillies in some of the details of his scheme, it seemed agreed with his own plan that he trusted a definite arrangement might be perfected at an early date.

Quotations.	
HONGKONG, December 8.	
OPPIUM—New Pattern, cash, 407 1/2 to 502 1/2	
Old, cash,	
New Benares, cash, 465/470	
Old, cash,	
New Malwa, cash, 500 & 520	
Allowance, Tals, 524 & 530	
Old Malwa, cash, 540	
Allowance, Tals, 48/60	
Persian, City, cash, 370/430	
Allowance, Tals, 32/48	
Persian, Papered, 400/490	
Allowance, Tals, 32/48	

Exchange.	
HONGKONG, December 8.	
Bank, Wires,	8 1/4
On demand,	3 1/4
30 days' sight,	3 1/4
4 months' sight,	3 1/4
Credit, 4 months' sight, 3/8	
On demand,	4 1/2
Credit, 4 months' sight, 4 1/4	
On New York,	8 1/2
On demand,	8 1/2
Credit, 60 days' sight, 8 1/2	
On Bombay,	22 1/2
On Calcutta,	22 1/2
On Shanghai,	7 1/2
On Hongkong,	7 1/2
Gold, 100 fine,	520 1/2
Silver,	5 1/4

Temperatures.	
(Taken at Messrs. Falconer & Co.'s Premises, Queen's Road.)	
Barometer—9 A.M.,	30.80
Do, 1 P.M.,	30.20
Do, 4 P.M.,	30.10
Thermometer—9 A.M.,	60
Do, 1 P.M.,	65
Do, 4 P.M.,	65
Do, (wet bulb) 9 A.M.,	50
Do, 1 P.M.,	55
Do, 4 P.M.,	65
Do, Maximum,	65
Do, Minimum,	50

METEOROLOGICAL REGISTER.	
AT 4 P.M. TO-DAY.	
Barometer,	30.21
Temperature,	62
Humidity,	30
Direction of Wind,	2
Force,	2
Weather,	h
Hongkong Observatory, Dec. 8, 1886.	

SUN AND TIDE TABLE FOR HONGKONG.

Morn.	A.P.	Rises.	Sets.
H. M.	H. M.	H. M.	H. M.
8.5	7.45	6.30	5.15
9.2	8.19	6.31	5.15
9.52	8.52	6.31	5.15
10.38	9.28	6.32	5.16
11.24	10.4	6.32	5.16
0.11a	10.44	6.33	5.19

Water at Whampoa : 2 hrs. 30
later than at Hongkong ; at the
: 3 hrs. 15 mins. ; at the Salt
: 3 hrs. 30 mins. ; at Shamoen :
46 mins.

Full Moon, 11d. 5h. 7m. after.

To Let.

TO LET.

WITH immediate occupation the Commodious PREMISES known as the P. & O. Old Offices, lately in the occupation of the HONGKONG & SHANGHAI BANKING CORPORATION.

For further Particulars, apply to the Undersigned.

E. L. WOODIN,
Acting Superintendent.

Hongkong, November 22, 1896. 2220

TO LET.

ROOMS in 'COLLEGE CHAMBERS,' No. 10, HOLLYWOOD ROAD, No. 5, PEDDER'S HILL.

Apply to

DAVID SASSOON, SONS & Co.

Hongkong, December 3, 1896. 632

Insurances.

NOTICE.

THE Undersigned are prepared to accept Risks on First Class Goods at 1 per cent. net premium per annum.

NORTON & Co., Agents.

Hongkong, May 19, 1891. 938

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

THE Undersigned, Agents of the above Company, are authorized to insure against FIRE at Current Rates.

GILMAN & Co.

Hongkong, January 1, 1892. 14

THE LONDON ASSURANCE.

INCORPORATED BY ROYAL CHARTER OF His Majesty King George The First, A. D. 1720.

THE Undersigned have been appointed Agents for the above Corporation are prepared to grant Insurances as follows:

Marine Department.

Policies at current rates, payable either here, in London, or at the principal Ports of India, China and Australia.

Fire Department.

Policies issued for long or short periods at current rates.

Life Department.

Policies issued for sums not exceeding £5,000 at reduced rates.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872. 496

LANCASHIRE INSURANCE COMPANY.

(FIRE AND LIFE)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant Policies against the Risk of FIRE on Buildings or on Goods stored therein, on Goods on board Vessels and on Hulls of Vessels in Harbour, at the usual Terms and Conditions.

Proposals for Life Assurances will be received, and transmitted to the Directors for their decision.

If required, protection will be granted on first class Lives up to £1000 on a Single Life.

For Rates of Premiums, forms of proposals or any other information, apply to

ARNOLD, KARBURG & Co.,

Agents, Hongkong & Canton.

Hongkong, January 4, 1897. 100

Intimations.

Fifteenth Volume of the CHINA REVIEW.

Now Ready.

No. 2.—Vol. XV.

OF THE

'CHINA REVIEW'

CONTAINS—

The Life of Tze-Chan, Prime Minister of China.

Story of the Three Unselfish Literati.

The History of Chinese Literature, illustrated by Literal Translations from Chinese Texts.

Similarity between Buddhism and early Taoism.

The Bombardment of Peking, an unrecorded Episode of 1862.

Canton Plans.

Enigmistic Parallels of the Canton Dialect.

Contributions to the Folk-Lore of China.

Notes and Queries.

The Introduction of Astrology into China.

Tone Distinctions in Korean and Chinese.

How Formosa is Rising.

Erratum.

The Koko 哥老 Secret Society.

A French Military Sinologue.

Remarks on some of Mr. Parker's Notes.

Giles' Remains of Lao Tze.

The Character 德.

Fatal Consonance in Chinese.

Notices of New Books.

Collectanea Bibliographica.

Books Wanted, Exchanges, &c.

To Contributors.

Hongkong, November 26, 1896.

NOW READY.

PRICE, £1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, and at LANE, CLAYTON & Co., Hongkong, and at the China Mail Office.

NOW ON SALE.

INDEX

TO THE

'CHINA REVIEW'

VOLUMES I TO XII

1.—LIST OF CONTRIBUTORS.

2.—ARTICLES.

3.—REVIEWS OF BOOKS.

4.—LIST OF AUTHORS REVIEWED.

PRICE, 50 CENTS.

To be had at the China Mail Office,

Messrs. KELLY & WALSH, Messrs. LANE,

CLAYTON & Co., Hongkong, and Messrs.

KELLY & WALSH, Shanghai.

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS and ENGINEERS are respectfully informed that, if upon their arrival in this Harbour, NONE of the Company's FOREMEN should be at hand, Orders for REPAIRS if sent to the Head Office, No. 14, Pansy Central, will receive prompt attention.

In the Event of Complaints being found necessary, Communication with the Under-Signed is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,

Secretary.

Hongkong, August 25, 1896. 1458

DENTISTRY.

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist.

(FORMERLY ARTIFICIAL APERTHUR AND LATELY ASSISTANT TO DR. ROGERS.)

At the urgent request of his European and American patients and friends, has TAKEN THE OFFICE formerly occupied by Dr. ROGERS.

No. 2, DUDDELL STREET.

CONSULTATION FREE.

Discount to missionaries and families.

Sole Address.

2, DUDDELL STREET.

(Next to the New Oriental Bank.)

Hongkong, January 12, 1895. 66

THE HONGKONG AND KOWLOON WHARF, GODOWN AND CARGO BOAT COMPANY.

THE Company will receive STEAMERS and SAILING VESSELS alongside their Wharves at Kowloon and Lung Re-ships, and/or Store GENERAL CARGOES, SUGAR, OIL, COTTON, GRAIN or MERCHANDISE in First-Class Granite Godowns at Cheap Rates.

For the convenience of Commanders and Stores the Company's launch *Hongkong* will convey to and from those interested in the CARGO, starting from the Pedder's Wharf every hour from 6 a.m. to 5 p.m., and from the Wharf at Kowloon at the half-hour.

For further Particulars, apply to

W. KERFOOT HUGHES,

Agent.

Pedder's Street.

Hongkong, February 17, 1896. 331

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Departure of each ENGLISH and FOREIGN MAIL Steamer for Europe. Formerly the Overland issue was published fortnightly, but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their period will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the Far East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription:

For Annua, - - - \$12.00, postage, - \$1.00

" Quarter, - - - 3.00, " 0.25

" Single Copy, 0.30.

China Mail Office, Hongkong.

SAILOR'S HOME.

ANY Cast-off CLOTHING, BOOKS, or PAPEES will be thankfully received at the Sailor's Home, West Point, Hongkong, July 25, 1878.

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on SATURDAY, 11th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; values of same to be required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN,

Agent.

Hongkong, November 25, 1896. 2223

Mails.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco, via Yokohama, on SATURDAY, 11th December, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Indian Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

RETURN PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m., same day; all Parcel Packages should be marked to address in full; values of same to be required.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

O. D. HARMAN,

Agent.

Hongkong, November 25, 1896. 2223

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUETS POSTE FRANÇAIS.

STEAM FOR

SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDON AND ANTWERP.

ON TUESDAY, the 14th December, 1896, at Noon, the Company's Steamship *P. A. Compagnie Vauvot*, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe. The Company's Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 13th December, 1896. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, December 4, 1896. 2311

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA—

THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *SAN PABLO* will be despatched for San Francisco, via Yokohama, on TUESDAY, the 21st December, at 3 p.m.

Connection being made at Yokohama, with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. the day previous to sailing.

RETURNS PASSAGES.—Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within six months, will be allowed a discount of 20% from Return Fare; if re-embarking within one year, an allowance of 10% will be made from Return Fare. Pro-Paid Return Passage Orders, available for one year, will be issued at a Discount of 25% from Return Fare. These allowances do not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to ports beyond San Francisco should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN,

Agent.

Hongkong, December 2, 1896. 2295

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, ANTONRE, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON MONDAY, the 27th day of December, 1896, at Noon, the Company's Steamship *ODER*, Captain PRETZER, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above.

Shipping Orders will be granted till Noon, Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 26th December. (Parcels are not to be sent on board; they must be left at the Agent's Office.) Contents and Value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewards. Linen can be washed on board.

For further Particulars, apply to

MELCHERS & Co.,

Agents.

Hongkong, November 29, 1896. 2268

WINTER TIME TABLE.

THE KOWLOON FERRY.

STEAM LAUNCH.

MORNING STAR.

RUNS DAILY as a FERRY BOAT between Pedder's Wharf and Tai-Tai-Tai at the following hours:—This Time Table will take effect from the 21st OCTOBER, 1896.

WEEK DAYS. SUNDAYS.

Leave Kowloon. Leave H.K. Leave Kowloon. Leave H.K.

8.00 A.M. 7.00 A.M. 5.00 A.M. 7.00 A.M.

8.00 " 8.25 " 7.25 " 8.00 "

8.50 " 9.15 " 9.00 " 10.15 "

9.40 " 10.20 " 10.30 " 10.45 "

10.40 " 10.55 " 11.00 P.M. noon.

11.15 " 12.25 P.M. 12.25 " 1.15 P.M.

12.45 P.M. 1.00 " 1.25 " 1.55 "

2.25 " 2.55 " 3.25 " 3.55 "

4.25 " 4.55 " 5.00 " 5.25 "

4.50 " 5.40 " 5.55 " 6.15 "

5.25 " 6.40 " 6.55 " 7.15 "

5.55 " 6.15 " 6.30 " 6.45 "

6.30 " 6.45 " 7.00 "

7.00 "

* There will be no Launch on Monday and Friday, on account of coaling.

The above Time Table will be strictly adhered to, except under unavoidable circumstances. In case of stress of weather, due notice will be given of any stoppages.

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked A., near the Kowloon shore B., and those in the body of the Harbour C.

Shipping or midway between A. and B. are marked A., in conjunction with the figures denoting the sections.